

§ 167.155

[CGD 84-004, 52 FR 33589, Sept. 4, 1987, as amended by CGD 97-023, 62 FR 33365, June 19, 1997]

§ 167.155 Southern approach.

(a) A separation zone is established bounded by a line connecting the following geographical positions:

Latitude	Longitude
39°45.70' N	73°48.00' W
40°20.63' N	73°48.33' W
40°20.87' N	73°47.07' W
39°45.70' N	73°44.00' W

(b) A traffic lane for northbound traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
39°45.70' N	73°37.70' W
40°21.25' N	73°45.85' W

(c) A traffic lane for southbound traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
40°20.53' N	73°49.65' W
39°45.70' N	73°54.40' W

NOTE: Use of LORAN C enables masters of appropriately equipped vessels to be informed highly accurately and continuously about the vessel's position in the area covered by this scheme.

§ 167.200 Chesapeake Bay approach traffic separation scheme.

(a) The traffic separation scheme in the approaches to Chesapeake Bay consists of three parts: a Precautionary Area, an Eastern Approach, and a Southern Approach. The Southern Approach consists of inbound and outbound lanes for vessels drawing 13.5 meters (45 feet) of fresh water or less, separated by a deep-water (DW) route for inbound and outbound vessels with drafts exceeding 13.5 meters (45 feet) in fresh water and for naval aircraft carriers. Each part is defined geographically, using North American Datum 1983 (NAD 83), in §§ 167.201, 167.202, 167.203.

(b) All vessels approaching the Traffic Separation Scheme in the Approaches to Chesapeake Bay should use

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the appropriate inbound or outbound traffic lane.

[CGD 90-039, 59 FR 21937, Apr. 28, 1994]

§ 167.201 Precautionary area.

A precautionary area is established bounded by a circle with a two-mile radius, centered on the following geographic position:

Latitude	Longitude
36°56.14' N	75°57.43' W

[CGD 90-039, 59 FR 21937, Apr. 28, 1994]

§ 167.202 Eastern approach.

(a) A separation line is established connecting the following geographic positions:

Latitude	Longitude
36°58.66' N	75°48.63' W
36°56.79' N	75°55.08' W

(b) An inbound traffic lane is established between the separation line and a line connecting the following geographical positions:

Latitude	Longitude
36°59.14' N	75°48.88' W
36°57.24' N	75°55.34' W

(c) An outbound traffic lane is established between the separation line and a line connecting the following geographical positions:

Latitude	Longitude
36°56.29' N	75°54.93' W
36°58.18' N	75°48.48' W

[CGD 90-039, 59 FR 21937, Apr. 28, 1994]

§ 167.203 Southern approach.

(a) An inbound traffic lane is established between separation lines running through the following geographical positions:

Latitude	Longitude
36°50.33' N	75°46.29' W
36°52.90' N	75°51.52' W
36°55.96' N	75°54.97' W
36°55.11' N	75°55.23' W
36°52.35' N	75°52.12' W
36°49.70' N	75°46.80' W

(b) An outbound traffic lane is established between separation lines running through the following geographical positions:

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<i>Latitude</i>	<i>Longitude</i>
36°49.52' N	75°46.94' W
36°52.18' N	75°52.29' W
36°54.97' N	75°55.43' W
36°54.44' N	75°56.09' W
36°51.59' N	75°52.92' W
36°48.87' N	75°47.42' W

(c) A deep-water route is established between lines running through the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
36°55.11' N	75°55.23' W
36°52.35' N	75°52.12' W
36°49.70' N	75°46.80' W
36°49.52' N	75°46.94' W
36°52.18' N	75°52.29' W
36°54.97' N	75°55.43' W

(d) The following vessels should use the deep-water route established in paragraph (c) of this section when bound for Chesapeake Bay from sea or to sea from Chesapeake Bay:

(1) Deep draft vessels (drafts greater than 13.5 meters/45 feet in fresh water).

(2) Naval aircraft carriers.

(e) It is recommended that a vessel using the deep-water route established in paragraph (c) of this section—

(1) Announce its intention on VHF-FM Channel 16 as it approaches Chesapeake Bay Southern Approach Lighted Whistle Buoy CB on the south end, or Chesapeake Bay Junction Lighted Buoy CBJ on the north end of the route;

(2) Avoid, as far as practicable, overtaking other vessels operating in the deep-water route; and

(3) Keep as near to the outer limit of the route which lies on the vessel's starboard side as is safe and practicable.

(f) Vessels other than those listed in paragraph (d) of this section should not use the deep-water route.

[CGD 90-039, 59 FR 21937, Apr. 28, 1994; 59 FR 28449, June 1, 1994]

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§ 167.350 Galveston Bay approach traffic separation scheme and precautionary areas.

(a) An inshore precautionary area bounded by a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
(1) 29° 18.10' N	94° 39.20' W

<i>Latitude</i>	<i>Longitude</i>
(2) 29° 16.10' N	94° 37.00' W
(3) 29° 18.00' N	94° 34.90' W
(4) 29° 19.40' N	94° 37.10' W
(5) 29° 19.80' N	94° 38.10' W

(b) A traffic separation zone bounded by a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
(6) 29° 17.13' N	94° 35.86' W
(7) 29° 09.55' N	94° 25.80' W
(8) 29° 09.41' N	94° 25.95' W
(9) 29° 17.00' N	94° 36.00' W

(c) A traffic lane for inbound (north-westerly heading) traffic is established between the separation zone and a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
(3) 29° 18.00' N	94° 34.90' W
(10) 29° 11.20' N	94° 24.00' W

(d) A traffic lane for outbound (southeasterly heading) traffic is established between the separation zone and line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
(2) 29° 16.10' N	94° 37.00' W
(11) 29° 07.70' N	94° 27.80' W

(e) An offshore precautionary area bounded by a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
(11) 29° 07.70' N	94° 27.80' W
(12) 29° 06.40' N	94° 26.20' W
(13) 29° 06.40' N	94° 23.90' W
(14) 29° 09.10' N	94° 20.60' W
(10) 29° 11.20' N	94° 24.00' W

NOTE: A pilot boarding area is located near the center of the inshore precautionary area. Due to heavy vessel traffic, mariners are advised not to anchor or linger in this precautionary area except to pick up or disembark a pilot.

[CGD 81-080, 48 FR 36456, Aug. 11, 1983. Redesignated by CGD 84-004, 52 FR 33589, Sept. 4, 1987; CGD 89-019, 54 FR 28062, July 5, 1989; 54 FR 51972, Dec. 19, 1989]

PART 168—ESCORT REQUIREMENTS FOR CERTAIN TANKERS

Sec.
168.01 Purpose.